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MARRIAGE

On January 4th, at London, FRANK, son of
the late A. CUSHY, of Shanghai, to FRANCES
MARY STIMPSON WILSON.HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 2ND, 1910.

The Home papers have contained in recent years many references to the Chinese "settlements" in some of the big shipping ports of the United Kingdom, notably in London and Liverpool, and the idea is commonly entertained that these "settlements" are formed entirely of Chinese of the seafaring fraternity. So far as Liverpool is concerned, the idea is shown by the latest newspapers from Home to be erroneous. We have heard from time to time of the Chinese "laundries" of Liverpool, but imagined them to be manned by derelict or fugitive sailors. Few of us probably had any idea that "laundry experts" were expressly brought from China to Liverpool. The mere mention that they are without doubt excites much wonder in Far Eastern communities as to where they are to be found, and why, if they really are expert professional laundries, they do not prefer their services to the communities on the China coast. We suspect, however, that the laundries imported into Liverpool are no better, and it may be they are even worse, than those who prefer to work in Liverpool in Hongkong and the Treaty Ports of China. However, we have to note the fact that an export trade in laundries has been growing up in the China ports. Here we have the statement that thirty-one Chinese who were brought from China to Liverpool to work in the Chinese

laundries established in the port were forbidden to land by the immigration officials, and that ultimately when their case came before the Immigration Board on appeal, four were admitted, and all the rest ordered to be sent back to China—twenty-six of them on the ground of insufficient means, and one on medical grounds. The incident has naturally claimed a good deal of attention, especially on account of a statement made by the Chairman of the Immigration Board in connection with the matter. A new Chinese Slavery cry is heard, but this time it is the "enslavement" of Chinese by Chinese! It appears that the influx of Chinese to work in the laundries of Liverpool gives the Immigration officials much work. The present, it seems, is not the first occasion since the Immigration Act came into force that the officials have refused to allow Chinese to land at Liverpool, but probably they were individual cases and not batches, such as in the case which has drawn our attention to the question. These people, it is explained, are brought to England at the expense of the proprietors of the laundries, money being sent by them to agents in China for that purpose, and the men engaged agree to work off their passage money in labour. Sir Thomas Hynes, Chairman of the Immigration Board which heard the appeal against the order of the immigration officers, observed that the evidence revealed "a shocking state of things for the men were practically enslaving themselves." But the report contains very inconsistent statements on the subject. We are told, in the first place, that the laundry proprietors send money to China to pay the fares of these men to England, and we have the Chairman of the Immigration Board warning shipowners not to bring Chinese to England until they are satisfied that these would be work for them. Sir Thomas said he had found numbers of places in possession of Chinese where the conditions were such as had been described, i.e., where men were "enslaving themselves," and he had found a number of men waiting for work. "The proprietors said they did not know about them, but that they disposed of the emigrants as best they could." From these contradictory statements we think it may be concluded that it is not in every case the proprietor of a laundry who pays the fare to England, but emigration agents, who fatten on the labour which they hope may be employed in England. Proprietors of Chinese laundries would not be likely to "pay the fares of men whom they were not urgently needing. We conclude that the twenty-seven men rejected were men without any definite employment in view, men who had been brought over from China on the off chance of "picking up a job," and the Immigration Board in setting its face against this traffic is acting in the interest of the men themselves as well as in the interests of the city of Liverpool. Too much might easily be made by men ignorant of the Chinese and their ways about their "voluntary enslavement," but whether in the present case the circumstances justify the condemnation of the practice the information given in the report is too meagre to enable us to judge.

Latest mail news from Shanghai is to the effect that the condition of Mr. James McKie remains critical.

Wa Ting Tang arrived in London on the 9th ult. from the Chinese Legation in Washington.

Mrs. Filat, wife of Captain Filat, of Tientsin, died at Tientsin on January 24. Mrs. Filat was a daughter of the Spanish Minister at Peking.

The new C.M.S. Medical School buildings at Fuhchow will shortly be ready for occupation. The committee have received from an anonymous donor £100 to help in providing the necessary scientific outfit.

For stealing an oilcoat and a son wester from aboard the French mail, a collier was sentenced by Mr. E. R. Hallifax at the Magistrate's yesterday to one month's imprisonment and six hours' stocks.

A number of Chinese merchants at Shanghai have presented a petition to the Municipal Council begging it to use its influence with the house-owners to reduce the present ruinously high rents in the Settlement.

A Chinese coolie who stole six rolls of silk from 312, Queen's Road Central, where he was employed, and who told Mr. Hallifax at the Magistrate's yesterday that he took them because his master would not pay him his wages, was sent to goal for two months.

A Danish firm has recently shipped, exportably to America 500 tons of Indian masts, grown in Manchuria, which is said to be much superior in quality to the American product. It is expected that this trial shipment will give rise eventually to large numbers of orders from the United States.

The exports of rubber from the Federated Malay States during the past twelve months totalled 6,097,815 pounds, against 5,165,000 in 1908. Perak exported 1,024,841; Selangor, 3,572,535; Negri Sembilan, 1,488,373; and Pahang, 66.

Mr. J. O. P. Bland has just passed through Hongkong on his way Home, where he intends to settle. The Emperor of China recently conferred upon Mr. Bland the Order of the Double Dragon in recognition of his services in connection with Chinese railways.

Late on Tuesday night a coolie picked the lock of a shop at 106, Des Voeux Road Central, entered and was gathering together a number of goods with which he evidently intended to depart when he was seized by a fook. He was charged before Mr. Hallifax at the Magistrate's yesterday, convicted, and sentenced to three months' imprisonment with hard labour.

A two days' bazaar in aid of the renovation scheme for the Soldiers' and Sailors' Home, in Arsenal Street. The stalls were in charge of ladies interested in the work among the men of the services, and as the interior of the large room was decorated a very pretty effect was obtained. The opening ceremony was performed by Lady May.

At the Literary Club, Kennedy Road, this evening, a lecture will be delivered by Mr. C. G. Alabaster on "Usury." The chair will be taken at 9 p.m. sharp, and as the subject is a very interesting one, a large attendance is expected. Owing to the China New Year holidays, the meeting arranged for next Thursday, the 10th inst., has been altered to Monday the 14th inst.

By kind permission of Col. Prior and the Officers, the Band of the 132 Rajputs, under Band Havildar Partab Dugal, will play the following programme of music at the King Edward Hotel during dinner to-night (weather permitting):—
Quick March—The Union Jack... H. Ellington.
Song—Sing me to Sleep... Edwin Green.
March—La Fante des Roses... Reford.
Selection—Les Cloches de Genes... Planquette.
Serenade—La Paloma... S. G. F. Adler.
Two-Step... Ginger... Morcia Wards.
God Save the King.

By the death of Mr. George Gifford, on the 27th ult., at the age of 80, another of the old type of Chinese merchant has passed away. The firm of Jamieson, How & Co., Canton, moved eastward (from Calcutta) shortly after the dissolution of the East India Company's charter. The firm, later Jamieson Gifford & Co., and Gifford Bros., carried on profitable merchant trading into the early 'twenties, when with the opening of Hankow (in 1860), which practically destroyed the tea trade at Canton, the firm retired. The tea trade between 1840 and 1854 was chiefly conducted from Liverpool, where also the firm was established, the celebrated clipper ships doing the chief carrying trade being mostly Liverpool owned. Combination, however, by the wholesale tea firms subsequently drove the trade away to London.

The comet, which was seen in Hongkong on the evening of the 25th, was seen also in North China and Japan. The Beijing Observatory reports as follows:—This phenomenon was observed at Sincere, notwithstanding the cloudiness of the sky. Its tail is towards the E.—it is losing as much as eight minutes within the twenty-four hours on the movement of the stars. It is contained in the same direction and if the tail goes on developing, the display will be quite extraordinary. A correspondent, described as a local scientist, wrote to a Tientsin paper on January 24 questioning the accuracy of the statement that it was Halley's comet that had been seen. He said that Halley's comet should appear in the opposite quarter of the heavens and continuing: "For it to appear suddenly in the small quarter of the heavens one night, not having been approximately in the same place the night before, or the week before, and then again the following night and week, is an impossibility."

SMALL COASTAL STEAMER CAPSIZES

News was received in the Colony yesterday that the small coastal steamer *Hot Pak*, which runs between Hongkong, Macao and Kwong-shawan, capsized and foundered at the latter port on Monday. It appears that the little steamer, which was heavily laden with cattle and general goods, while leaving Shaps Bay struck a submerged rock and heeled over. The list caused the cattle to rush to the lower side of the vessel, and she turned turtle and foundered almost immediately. The telegraphic information received here does not state the fate of the officers and crew. The *Hot Pak* is a Chinese owned vessel, and sails under the Portuguese flag.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 2nd at 12:05 p.m.—The barometer is inclined to fall over H. China. It has risen elsewhere, particularly in Japan. Pressure remains low over the Pacific to the N.E. of Japan. The anticyclone is still centred over the southern tip of the North of the Yangtze valley, and pressure is in excess of the normal by 0.3 to 0.4 inch over the China coast. W. Japan and the Philippines. It is relatively low over the S. part of the China Sea.

The forecast for the 24 hours ending at noon to-day is as follows:—
N.E. winds, fresh, fine.
N.E. winds, strong.
Same as No. 2.
Same as No. 2.
Same as No. 2.

TELEGRAMS.

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A MANCHURIAN POSTAL AGREEMENT.

Tokyo, February 2nd.

The Manchurian Postal Agreement has been concluded, but is not yet signed.

Under the Agreement Japan retains seven "exchanging offices" on the basis of the Postal Union arrangements, and China secures the conveyance of all her mails on the Japanese railways.

[BUTLER'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

THE GENERAL ELECTION.
BELATED RESULTS.

London, February 2nd.

The returns now stand as follows:
A Liberal has been elected for Wick, a Labourite for Belper, and Nationalists for North Mayo, West Cork and North Cork.

LIBERALS	273
UNIONISTS	271
LABOURITES	41
NATIONALISTS	82
Total	667

Of these eleven are O'Brienites.

UNIONIST	127
LIBERAL	20
LABOURITES	1

[The three constituencies yet to be heard from are the Scottish Universities, which usually return two Unionists, and Orkney and Shetland, which is regarded as a Liberal seat.]

HONOURS FOR PRINCE FUSHIMI.

London, February 2nd.

It is announced in the Gazette that H.M. the King has been pleased to confer upon H.I.H. Prince Fushimi of Japan the Grand Cross of the Royal Victorian Order.

At Berlin their Majesties the Emperor and Empress, in the presence of the Crown Prince and Princess and the Chancellor, received Prince and Princess Fushimi, who presented to their Majesties costly Japanese objects d'art.

The Royal visitors remained to luncheon with their Majesties.

H. M. the Kaiser conferred upon Prince Fushimi the Grand Cross of the Red Eagle with chain.

DANGEROUS SITUATION IN GREECE.

London, February 2nd.

The Constantinople newspapers counsel military preparations in view of the danger of the situation in Greece. They observe that the admission of Cretan deputies into the Hellenic National Assembly will be regarded as "caus belli."

At a Council of Ministers in Paris M. Pichon mentioned that the difficulties in the Near East were increased by the convocation of the Hellenic National Assembly, but the Powers were negotiating to secure a settlement.

SAILORS GROW TIRED OF CHAMPAGNE.

An unusual and exciting adventure in mid-sea befell the P. & O. liner *Oceana*, gateway boat for Bombay. Near Cape Finisterre the *Oceana* met a French schooner yacht, which was flying signals of distress. "Short of water," "Want doctor," "A heavy sea was running," and "Difficulties one of the *Oceana*'s crew had been launched and put out to the distressed vessel." It was found she was the *Argus*, fifteen days out from Dieppe, bound for Marseilles. "See how deep the crew had had no water and been 'reduced' to living on champagne and claret." Some of the crew were suffering from fever, and their water was all used up. The doctor, who was on board, had made two trips in all to the *Argus*, the trip carrying over two hours owing to the rough weather. The *Oceana* gave away a large quantity of water to the *Argus*'s crew, saying they "were tired of it."

The incident, with its obvious moral, caused great amusement among the *Oceana*'s passengers.

MATE'S CERTIFICATE SUSPENDED.

An inquiry was conducted at the Marine Court yesterday into charges of misconduct on the part of George Thyns, first mate of the steamer *Dorcas*. The Harbour Master, Commander Basil Taylor, presided, and the Court had for its other members Messrs. Batterworth, R.N., H.M.S. *Tamar*; Mr. S. Robinson, master of the *Montague*; Mr. F. T. Wheeler, master of the *Loongahang*; and Mr. D. McLe Scott, master of the *Neuchowang*.

Mr. John Jenkins, master of the *s.s. Dorcas*, said that on the 16th January he went down "between decks," and saw that all the W.C. pipes had been cut away and wooden plugs driven into the holes in the ship's side. He had questioned defendant on the subject the previous evening.

Cross-examined by defendant—He had never had any complaint to make as to defendant's general work. Defendant had been sober and hard working. The W.C.'s in question were not in use as W.C.'s. The pans had been removed, and the houses used as stores, etc. It was for witness to say whether the lower bridge was to be used for navigation, and not for the defendant to say so.

By the Court—He never gave permission to the mate to break up or sell any ship's fittings; as a matter of fact he frequently told him not to make any changes without his permission.

By Mr. Wheeler—None of the articles sold were actually in use at the time, nor had they been for a considerable time.

By Mr. Robinson—The day after the entry was made in the log-book brass scullie frames and scullies were in his room ready to go ashore. He returned them to the store during my absence on shore. The mate keeps the key of the store.

Defendant in his evidence spoke of the lack of accommodation between deck for Chinese passengers, and stated that the lead piping was removed without the master's knowledge. He intended to dispose of the old brass scullies referred to and to buy a Morse signal lamp with the proceeds. Defendant said there was no attempt at concealment in what he did. He said there were many things on the ship which he found wrong, and as he had so much to do it was impossible to consult the master on every point.

By the Court—He always understood that junk might be sold by the mate for his own benefit. He had been in several ships, but not as first mate.

By Mr. Batterworth—The owners are Jen Sing. He kept the proceeds of the sales for his own purposes. The right to sell owners' property for his own benefit might be questioned, but he considered it justifiable, as the articles sold were of no use to the ship and would never be replaced.

By Mr. Robinson—Cargo was sometimes carried in tween decks. The pipes removed by him were not in anyone's way on 'tween decks.

The finding of the Court was that defendant was guilty of unlawfully converting to his own use certain ship fittings, the property of the owner of the *s.s. Dorcas*, between the 28th October and 19th November, 1899, and making certain structural alterations in the ship tending to impair her seaworthiness. The Court directed that his certificate of competency be suspended for six months, but recommended that a certificate as second mate be issued to him.

LOCAL SPORT.

CRICKET.

This friendly match was played on the Police Ground at Happy Valley yesterday and resulted in a win for the Police.

POLICE		
T. H. King	b. Wynder	7
J. G. Wynder	b. King	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17
W. N. Edwards	b. Wynder	17

CORPORATION OF THE BOWS.

Bowling Analysis		
T. H. King	43	0 28 4
M. Lennan	43	0 13 5
CORPORATION OF THE BOWS.		
Col. Hill, c. Edwards	b. King	16
Col. Hill, c. King	b. Edwards	16
Col. French, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0
Wynder, c. King	b. Edwards	0

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Bingo Maru* (Bombay Line) left Singapore on the 31st ult., and is expected here on the 6th inst.
The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Moji on the 2nd inst., and is expected here on the 7th inst.
The N.G.L. str. *Ischia* left Singapore for this port on the 1st inst., and may be expected here on or about the 9th inst.
The N.Y.K. str. *Mishima Maru* (European Line) left Yokohama for this port via Kobe, Moji, and Shanghai on the 2nd inst., and is expected here on the 14th inst.
The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Moji on the 1st inst., and is expected here on the 1st inst.
The Bank Line Ltd.'s str. *Oceana* arrived at Manila on the 1st inst.
The P.M. str. *Manchuria* arrived at San Francisco on the 30th ult.

Rumours from Tokyo of the projected annexation of Korea by Japan are regarded by the *Norw. Fremde*, the leading St. Petersburg newspaper, as a "balloon paper." The journal recommends Japan to let sleeping dogs lie. The *Bourse* *Gazette* treats the rumours more seriously, and connects them with Japan's recent orders for war material.

QUEEN'S COLLEGE PRIZE DISTRIBUTION.

His Excellency the Governor presided at the annual distribution of prizes held at Queen's College at noon yesterday. There were also present among others—His Lordship Bishop Lander, Mr. E. A. Irving, Director of Education, Captain Mitchell-Taylor, A.D.C., Captain Simson, Private Secretary, and Mr. G. Flacey.

Mr. T. K. Drax, Head Master, in his report said the total number of scholars at Queen's College during the year ended 31st Dec. last was 1,102. The average daily attendance was 305. The corresponding figures for 1908 were 1,370 and 911, respectively. The smaller numbers were attributable chiefly to the fact that the Lower School is no longer fed from a preparatory division, the last class of which was abolished in 1908, partly to the increased and increasing educational facilities offered elsewhere in the Colony, as well as to the strict enforcement of an age-limit. At least a score of boys had been refused admission on the ground of over-age; others, doubtless, had not presented themselves knowing that their age was a bar. With the sanction of the Secretary of State, this College had now been definitely brought within the jurisdiction of the Director of Education, the official head in Hongkong of matters educational. This would promote fitting co-ordination of work. Generally speaking attendance had been very regular. The total gross expenditure, inclusive of Salaries, Exchange Compensation, other Charges, and Crown Grants, came to \$65,958, or \$4,759 less than in 1908. The difference was mainly due to the replacing of the former Head Master, who was on a dollar basis, by the present Head Master, who is on a sterling basis. The revenue of the College, smaller numbers notwithstanding, showed a satisfactory increase of \$9,046 over that of 1909. In consequence, the average cost of each scholar for the year had been considerably reduced, while the percentage of revenue to expenditure was higher than it has been in any year since 1901. At the last Oxford Local Examination, the candidates from Queen's College obtained no less than 35 certificates, a larger number than in any previous year. The boys sent in from Queen's College for this useful test examination are not selected: they are purely volunteers; and any boy who is thought to have a chance of passing, if desirous of competing, is encouraged to do so, 43 boys from the College sat, and the percentage for 35 passes was 81—an eminently satisfactory result. Of 9 Seniors, 6 got Certificates, four of whom obtained the degree of Associate in Arts; of 22 Juniors, 19 passed; while of 13 Preliminaries, 10 got through. Of the Seniors, Cheung Yat-oh, A.A., got distinction in Classical Chinese; and of the Juniors, Yuen Fui-fang obtained distinction in modern Chinese. U Wong-tok, one of the Seniors, was further noted as being exempt from Responsions, the Oxford equivalent to matriculation, i.e., he would be allowed to become an undergraduate without further examination. Masters and boys are all proud of these various distinctions, for they were not won without much genuine hard work on both sides. Undoubtedly, the inclusion of Chinese in the syllabus has materially increased the chances of the boys. It was thus most gratifying to see such a marked addition to their list of successes at these examinations in this the first year of its inclusion. The Delegates at Oxford had been asked to remove the limit of age for Oriental students taking the preliminary examination, but, without giving precise reasons, they do not at present clearly see their way to do so. Two new class rooms have been added to the accommodation, a large room capable of seating 50 pupils at the back of the hall gallery, and a smaller room for 20 pupils in the East wing. These additional class-rooms are both fitted with dual desks, similar in pattern to those with which it had been decided to re-equip, during the current year, the whole of the class-rooms on the first floor. The maximum seating space, inclusive of three 50-classes in the hall, was now 996. The epitomised results of the annual examination for the many scholarships and prizes, and also for subsequent Promotions, held by the Head Master under standing orders, were as under:—Upper School 306 boys examined, 238 or 96.4 per cent. passed; Lower School, 427 boys examined, 375 or 87.6 per cent. passed; total, 736 boys examined, and 678 or 91.5 per cent. passed. In the Upper School, composed of three classes in ten sections, five sections passed 100 per cent. In the Lower School, also of three classes but split up into fifteen sections, the general percentage was only 67.6. IV. E. and V. D. 2, the lowest sections in their two respective classes, each only passed 50 per cent. of its boys. These two sections came to grief mainly in their purely English subjects, wherein the standard is being gradually raised. The total results over the whole school were a slight improvement over those of last year, and were particularly creditable. A series of Latin lectures on "Empire" was given, chiefly to boys in the Upper School, and some very valuable notes on the same enthralling subject, specially drawn up by His Excellency the Governor, were circulated among the masters to be embodied in the courses of instruction given in Geography, History and other kindred subjects in the Upper School. Several questions in the General Intelligence paper, set to test the value of the work done in this direction, were answered in such a manner as to prove that the boys had significantly benefited. In the coming school year an attempt will be made to instil into the boys a sound liking for good literature, by providing, in higher classes, more "light" reading, in which has been happily armed about reading, which, under suitable guidance, should create a wholesome capacity for organised

ready, and a healthy taste for good books. The system is now being tried at home, and there is much to be advanced in its favour. On the Vernacular side, confined to the Lower School, 395 boys, arranged in 5 Classes and 15 sections, were examined: 962 or 91.6 per cent passing. These results also are an improvement on those of last year. The Normal Master, Mr. Tanner, in his Annual Report addressed to me, says that the Pupil Teachers and Acting Pupil Teachers in his charge have given him every satisfaction: their work has been systematic and regular. He draws attention to the fact that they have been considerably hampered, owing to the lack of suitable accommodation for criticism and training lessons—most vital parts of any systemised scheme of normal work. This condition has been brought about partly by the increased number of pupil teachers now under the normal master, and partly by the fact that we have not hitherto had an adequately furnished normal room. The disadvantages named, however, will entirely cease to exist when we are able to come into possession of the new normal room now on the point of completion. As to the thoroughly sound work done by the Pupil Teachers, I can add my own testimony, based on close daily observation throughout the School year; and on the Annual Examination to which they are submitted by me, to that given by the Normal Master. During the year under review, 113 boys are recorded as having got situations immediately on leaving school: 31 obtained appointments, chiefly clerical, in different departments of the local Government; 11 went into the service of the Imperial Chinese Government, 81 into various mercantile firms in the Colony, while 40 found openings abroad. Five boys left owing to poverty, 8 were dismissed, and 9 struck off the roll. Quite a large number leave after the chief holidays—T'ong Mong Midsummer and New Year—without assigning any reason. This is a great pity, because naturally we like to know definitely what each student does when he finally leaves us. The tennis, cricket, football, hockey, and bathing clubs keep up a vigorous and successful existence, providing for the physical needs of those who care for the more active forms of exercise. Corporal Bodbrook, R.G.A., has succeeded Gunner White, R.G.A., in the Gymnasium. He is a capable and efficient instructor. We again most gratefully acknowledge the generosity of all those who so regularly send donations to our prize fund, following long-established custom, a full list of these donors will be conspicuously posted on the announcement board at the entrance, and later, published in the College Journal, the *Yellow Dragon*. (Applause.)

His EXCELLENCY said.—Mr. Dealy, Ladies and Gentlemen.—For the third time consecutively I have the pleasant task to-day of presiding at this annual prize-giving of Queen's College, and when I say "the pleasant task," I do not use the words as a set phrase, because it always is a pleasant task when I have to congratulate the school on continued progress and on a satisfactory past year, as I am able to do this year. My recent predecessors had the good fortune to deal with an era of expanding progress in this Colony when the revenue each year was increasing in quite a marvellous way. I have been less fortunate. Since I have been in the Colony I have had to deal with considerable financial difficulties, but to some extent that ill-fortune has been compensated by the extraordinary expansion that there has been in the educational demands of the Colony. Still, my good fortune in finding this increasing demand for education is somewhat ill-compensated by my ill-fortune in finding a decreasing revenue; for it is clear that the demand for education, and the demands to offer a more complete and a more thorough education, involve considerable outlay. And when one has to meet a considerable increase in outlay with a decreasing revenue, it is hard to make both ends meet. The time, therefore, has come for us to examine how the expenditure on education in this Colony should be regulated not to decrease the expenditure on education, for I trust that the time will never come when that will be necessary, but to consider how we can best adjust the revenue which we have to the demands which are made upon it; whether for instance, the money at our disposal is spent in the best possible way; to find some means of controlling indefinite expansion of expenditure upon education; to consider, too, whether the money which is given by the taxpayers of this Colony towards education cannot, to some small degree, be supplemented in an increased ratio by those who are directly benefited by education in the Colony; and finally, to consider whether our educational system here requires any modification to meet the altered demands of the time and of the circumstances. I have myself devoted much time and thought to the consideration of this subject, and I hope shortly to appoint a small committee to report upon some of them, for they are in my view matters of extraordinary interest, and also of very exceptional importance. It will not be the duty of that committee to put our educational system into the melting pot and to bring forth some brand new design cast in a new mould, but they will make their recommendations upon certain definite questions, and in the course of time their recommendations will be made public. Last year when I addressed you in this hall, I laid special emphasis on the fact that Queen's College had become very much overcrowded; in fact, I am not sure whether the Government laid itself out to the charge that while laying special emphasis on the teaching of hygiene it had not acted altogether in this matter up to the desired standard. This has had our careful consideration, and by the introduction of dual desks, and by limitation of classes, that overcrowding has now, I think, become a thing of the past. Overcrowding, as we all know, is

not only bad for the general health of pupils and in consequence for their intellectual ability and application, but it is also fruitful in introducing diseases, more especially diseases of the eye. We know in England some years ago that the considerable excess of ophthalmia was attributed to overcrowding in school rooms. Here in Hongkong we have had what may be almost described as an epidemic of trachoma, but I am glad to hear from the Head Master's report that in the past year satisfactory results have been achieved in this direction, for he was able to show that, from a health point of view, the school had a very satisfactory year, and with regard to trachoma, out of 118 cases only two were virulent. The limitation of classes enables the masters to devote more time to the individual pupils, therefore it will produce better educational results. In order to accommodate the pupils who have thus been displaced, we have during the past year added to the College, two class rooms which accommodate in all about 80 boys. Also there has been added a normal room for the instruction of pupil teachers, and in all there is seating accommodation for 998 boys. The average attendance, as we have heard, during the past year was only 805, so we are now well in advance of requirements in this matter. In 1903 the average attendance was 911, and the year before that it was 991. This decrease is attributed by the Head Master mainly to two causes. In the first place, the abolition of the preparatory school, and, in the second place, the introduction of an age limit. Both of these are steps in the right direction and add to the efficiency of the College. Might we also attribute the decrease in the average attendance to the great loss which the school has sustained by the retirement of Dr. Wright? (Applause.) For we know that, however, able the successor to a retiring Head Master may be, it is a universal experience that when a Principal, who has been well-known for a number of years and highly esteemed, leaves a school, that school very often temporarily decreases in its numbers. Dr. Wright has been associated with Queen's College as Head Master for, I believe, 26 or 27 years past, and he is identified with its progress. His name is known throughout China as Head Master of Queen's College; he has well earned his retirement, his rest and his pension, and I am sure you will all unite with me in wishing him every good wish during his retirement in England. (Applause.) Since, however, the Head Master has told us that he considers the decrease in the average attendance is largely due to the abolition of the preparatory school, it remains with us to consider how we can now supply an adequate number of scholars to Queen's College of a higher grade from the district schools, and this matter will have, and is having, the most careful consideration of the Government with the advice of the committee to which I have alluded. Still, it is necessary to bear in mind the fact that the average attendance cannot in the nature of things be equal to the maximum sitting room, because a temporary deficiency in any particular class room cannot be supplied from a class next door without disorganising and upsetting the course of instruction in the school. Therefore, I think if the maximum average attendance reaches 850 or 880, we can consider that is practically the maximum number for which Queen's College can afford adequate accommodation. I said when I began my speech that I was glad to be able to congratulate the College on its progress during the past year, and that progress has been along specially gratifying lines. The Head Master has said that English subjects show a marked improvement, but he also told us that the standard in English in the lower classes had been raised. He is well aware what importance I myself attach to an adequate knowledge of English in these schools in a British Colony, and I am therefore particularly glad to be able to congratulate him, and the staff and the boys on the increased proficiency in the English language. He told us also that the annual examinations had been very creditable, and that in the examination for the Oxford Locals a larger number of passes had been recorded this year than in any previous year. But, for my own part, I must add that I don't think Queen's College passes as many boys in the senior division as it ought for the size and importance the College occupies in this Colony. Special attention has been paid to the normal class for the instruction of pupil teachers, and pupil teachers both from Queen's College and the district schools now attend, while pupil teachers from the grant schools attend a class at the Technical Institute, and I hope to see great results which will make themselves felt throughout the whole of the schools in this Colony through the better instruction of the Chinese pupil teachers. The average cost of each pupil in Queen's College has, I am glad to say, been decreased from \$43.50 ahead, as it stood last year, to \$31. Ten years ago it was under \$15, and I find now it is higher than it has been in any year except in 1904, when it was practically the same as it is this year. That is to say that in the last two previous years, 1907 and 1908, the revenue of the Colony paid considerably more than half of the cost of every boy at this school. That has now been reduced to 38 per cent, which is what it used to stand at in the years prior to 1903. We have heard, too, that of the boys who found immediate situations on leaving the College during the past year, 63 out of 113 found employment in the Colony, and of these half are employed by the Government, and half by commercial firms. I think this is a result with which the taxpayers of the Colony may be very well satisfied. (Applause.) I think that the curriculum of instruction in Queen's College needs some scrutiny by the light of modern methods of education with which we

are enabled to keep in touch by the exceedingly valuable publications of the Education Department at home, of which we receive copies. It may be, perhaps, at the Director of Education's desire, that there should be more specialisation in particular subjects. That is to say, that a boy should be able to devote more of his time to the particular subjects which will benefit him in the career he intends to adopt. This matter, like the others I have alluded to, will have special consideration during the coming year. My review on general subjects of education has extended so long that I cannot indulge upon you a discourse on any other subject, and I will therefore content myself with wishing you very happy holidays and success during the year on which we are just embarking, and I congratulate all those boys who will presently come up to receive their prizes, and those who have succeeded in the past year. (Applause.)

HONGKONG BRANCH OF THE CHINA ASSOCIATION.

ANNUAL REPORT.

The following is the annual report issued to the members of the Hongkong Branch of the China Association:—

Those who hold the theory that a nation which has no history is happy may possibly regard with satisfaction the record of affairs in South China during the past year. Few political questions have arisen concerning which your Committee has felt called upon to make representation. The fact that no telegram has been despatched to the London Branch indicates the uneventful nature of the period.

The correspondence which has passed contains little of interest at the present time. Most of the matters dealt with have either been settled or have ceased to attract public attention.

An exception may be made in the case of British communications relating to the progress of the work on the Kowloon-Canton Railway. An interesting letter from the Engineer-in-Chief of the Chinese section will be found printed as an appendix.

The Canton-Hankow Railway project has not been made the subject of official correspondence. In the report issued this time last year, expression was given to the hope that rumours of the conclusion of an agreement for a foreign loan, to be raised for the purpose of constructing the northern section of the line, would prove true.

The difficulties which subsequently beset the negotiations for this loan have occasioned world-wide comment, and it would not serve any useful purpose to dwell upon them now. That they may soon be overcome is earnestly to be desired in the interest of those provinces and through which this urgently-needed railway will pass, and also in the interests of this Colony. In the meantime the construction of the Kwangtung section of the line is progressing. It may seem that representations were at one time called for by certain disturbing developments of the *Fukien* incident. No measures of a practical nature for dealing with the resulting boycott were suggested, for the simple reason that none could be thought of. It seemed best to trust to time. The boycott is a weapon which, used both ways, and the realisation of loss and inconvenience incurred by those who employ it should serve eventually to discourage its use among a people distinguished for commercial intelligence.

The Committee were consulted by the Colonial Government on Trade Marks legislation, and the Bill passed locally embodies many of the suggestions made by the Association.

No representations have been made on the subject of currency reform in China, because, as is well-known, that His Britannic Majesty's Minister at Peking loses no opportunity of pressing the matter upon the attention of the Chinese Government. It is hoped that an unequalled opportunity will shortly arise in connection with proposals believed to be pending for permission to raise the import duty. The solution of the larger question would remove the evils under which we suffer locally, evils arising largely from the over-production of subsidiary coins from the Canton Mint. As regards this, we have therefore taken no action, although not unmindful of the fact that the Mint has again been active. A statement recently made in the House of Commons, by the Under-Secretary of State for the Colonies, to the effect that satisfactory arrangements had been reached from the Viceroy's committee with the information obtainable locally, and we have asked the London Branch to ascertain from the Colonial Office upon what grounds that statement was based.

There has been a noteworthy absence of piracy on the West River and in the Delta. In view of having had to comment unfavourably for many years, upon the disturbed state of these waterways, it is pleasant to be able to record the fact. It may be attributed chiefly to the presence of the new gunboat *Atilla*, though, no doubt the disorder formerly prevalent has been largely due to economic causes which may now, leading to further trouble. Some damage was done by excessive rains in October, but the crop prospects seem favourable, and we may therefore look forward with some confidence to the present satisfactory state of matters being maintained.

The members of the retiring Committee are:—The Hon. Mr. W. J. Gresson, Mr. D. E. Law, Mr. H. B. Tomkins, Mr. E. G. Barrett, Mr. J. W. C. Bonner, Mr. W. G. Humphreys, Mr. H. B. Hancock, Mr. N. J. Stubb, Mr. A. S. D. Cowland, Hon. Secretary, and Mr. M. Stewart, Chairman.

How to be beautiful—Keep your complexion. Mrs. Ellen's *Ormeau Creams*, *East Waterways*, it is pleasant to be able to record the fact. It may be attributed chiefly to the presence of the new gunboat *Atilla*, though, no doubt the disorder formerly prevalent has been largely due to economic causes which may now, leading to further trouble. Some damage was done by excessive rains in October, but the crop prospects seem favourable, and we may therefore look forward with some confidence to the present satisfactory state of matters being maintained.

SUPREME COURT.

Wednesday, 2nd February.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PRESIDENT JUDGE).

THE MOOSA EBRAHIM TRIAL.

The trial of Moosa Ebrahim on charges of committing offences against the Bankruptcy Ordinance was resumed. The jury was as follows:—Messrs J. Barton, F. Maitland, A. Denison, A. Forbes, A. O'D. Goudin, D. Haskell, and D. Clark.

The Hon. Mr. F. A. Hazeland (Attorney-General) and Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, while the prisoner was defended by Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson and Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist). Mr. Paget Hett (of Messrs. Bruton & Hett) watched the case on behalf of interested parties.

Mr. Slade—Before proceeding with the cross-examination, I should like to make a personal explanation. The words I used yesterday with reference to my learned friend convey an imputation quite different to what I intended. They apparently mean that I thought Mr. Potter had been guilty of dishonourable conduct. I meant and do mean nothing of the kind.

"His Lordship—I never supposed anything of the kind."

Mr. Slade—There is an honest difference of opinion as to the propriety of asking questions which are inadmissible and changing the objection. Personally I don't think it ought to be done. That is all I intended to convey.

Mr. Potter—I don't think for a moment you intended to convey the imputation which the report conveys.

Mr. Slade—The words as reported in the papers bear that imputation, and I like to make my explanation as public as the statement has been made.

The cross-examination of defendant by Mr. Slade was then resumed.

Why did you not on the eve of your bankruptcy assign your share in Alanna's business?—I don't think it was worth anything.

That was on the 7th November?—Yes.

And you became bankrupt on the 11th?—Yes.

You were unable to pay your debts on the 11th?—I decided to stop payment on the 11th.

Do I understand you were solvent on the 7th and insolvent on the 11th?—That is what I thought myself to be.

You told us you had received a telegram on the 9th advising you to run away?—Yes.

Because you were insolvent?—I don't know.

Mr. Potter said the telegram was not being correctly put to the defendant.

The telegram was then produced and read.

You received a telegram on the 6th November?—Yes.

It said, "Failure if unable to get 90,000 rupees"?—Yes.

And you thought you were solvent with 90,000 rupees outstanding?—I was trying to raise the money.

You estimated the goods pledged to the bank at considerably more than they realised?—Yes.

You knew the goods you pledged were not worth the amount you stated? Why did you do that?—I refuse to answer the question.

For the same reason that you refused to answer the other questions?—Yes.

That you are afraid you will incriminate yourself?—Yes.

Why did you give up your share in Alanna's business?—It was not worth anything.

Did you voluntarily and without any consideration give up your interest in Alanna & Co.?—It was not worth much.

Did you do it voluntarily and without any return?—There was nothing to be returned.

Were there not goods in the shop belonging to Moosa & Viola?—Yes, \$13,000 worth.

Did you think it right to give up your share to half of these?—Yes.

Mr. Potter—They belonged to the creditors.

Did you mention to the Official Receiver or Mr. Morson that you had been a partner in Alanna & Co. up to the end of 1907?—No.

You were liable for the debts of that firm while you were in it?—Yes.

Did you mention these liabilities in your statement of affairs?—There were no liabilities. Alanna took it up.

Or of your share in the prospective profits?—There were no profits.

It came out square, I suppose?—Yes.

Alanna carried it on and failed because of his personal extravagance?—So it is reported.

Yet this worthless business was sold to Marican for \$12,000?—Yes, so I understand.

Do you maintain in the face of that that this was a worthless business?—Yes.

Mr. Potter objected. This \$12,000 was not profit.

Does this book—book debts—show that at the date of Alanna's bankruptcy there were \$9,000 good book debts?—I don't know.

Don't you know that Alanna's stock was worth \$20,000?—I don't know.

As an estimate?—It may have been.

Do you ask the jury to believe that you gave up your entire interests in the shop just voluntarily on the eve of your insolvency?—On the 7th November. That is so.

A number of questions have been asked with reference to the quarrel between Alanna and Marican and you. Was there not a promissory note for \$2,500 promised to Alanna?—No.

What was the promise to him?—No promise was made to him.

Was there not a promissory note for \$2,500 drawn up at that time?—Yes, it was drawn up.

For what purpose?—Alanna asked me to get it signed by Marican.

And it was signed?—It was not signed. Marican did not sign it.

You signed it?—No.

You bought the stamp for it?—I did.

I put it to you that it was signed by you and Marican?—It was not.

Was Alanna ready and willing to go to Bombay if he got that \$2,500?—He was ready and willing to go before that.

Did he return to go when you refused to give him that \$2,500?—I did not refuse to give him anything.

Answer the question. Was it after the refusal to give him that promissory note that he refused to go to Bombay?—Yes. He said, "If Marican will give me the promissory note I will go."

He was claiming \$2,500 as his share in Alanna & Company, was he not?—He told me that when Marican engaged him he promised to pay him \$2,500 if he had worked one year satisfactorily for Marican.

Nothing to do with his share? Only a handsome remuneration for a year's working?—Yes, because Mr. Marican did not know the business of a draper. When Alanna was dismissed by Mr. Marican he was willing to go away.

If he were paid for his interest in Alanna & Co.?—Let me finish. He was willing to go away if Marican paid his passage and some debts he had to pay.

Re-examined.—At the time of his bankruptcy Alanna & Co. owed Bachu \$11,000 and Moosa & Viola \$18,000.

Prior to Mr. Slade addressing the Court, Mr. Potter raised a point in reference to the partnership between Moosa and Alanna. The case for the Crown was that in fact defendant's share had been transferred to his infant son, Alanna added that the transfer was fraudulent, but counsel contended that it was immaterial whether the assignment was fraudulent or not. The effect of its being fraudulent was that it was not valid as against the trustee in bankruptcy, but it was good in the sense that it passed the property from Moosa to another person. Defendant was indicted for the concealment of goods, but if the goods were not his then the indictment failed. The point was in whom was the property vested?

Mr. Slade said that the assignment was intended to be used as a shield against outside claims if necessary. It was contended that Alanna was the sole partner and Alanna purported to transfer half of his share to Moosa's son.

His Lordship noted the objection raised by Mr. Potter.

Mr. Slade then addressed the jury. They had to decide whether the defendant was guilty of a series of fraudulent acts in connection with his bankruptcy. The principal witness for the Crown was the man Alanna, on whom there had been made a most vigorous attack. He would be held up to the jury by burning words from his learned friend as one of the basest and lowest of humanity, a man whom nobody could believe. That was the character in broad outline which would be given to Alanna. If his friend had not made such a vigorous attack upon Alanna it would not have been his painful duty to have exposed the character of Mr. Potter's client. The result of the cross-examination could leave them in no doubt that whatever Alanna may have been the defendant was just as bad. He had to avoid answering three questions lest his answer should incriminate himself. Proceeding, he said that the whole circumstances of the bankruptcy were as fraudulent as they could be. Alanna may have been a man of bad character, but it was unnecessary to reject his evidence though it was fair to have it corroborated. He held that Alanna had been a witness of truth and that his evidence had been to a considerable extent corroborated by the defendant.

Mr. Potter in his address to the jury said this was rather a peculiar prosecution. Two years had elapsed before defendant had been brought before the jury to answer those alleged fraudulent acts. Another peculiar point on which he thought his friend might have enlightened them, and that was their presence there as special jurors. In the ordinary course they would have had nothing to do with the criminal calendar this month. True, the Crown were entitled to summon a special jury, but what were the inferences to be drawn from their having summoned a special jury? Either that a fair trial could not be held before a common jury. This was the only occasion on which a special jury had been summoned for a criminal case since the famous murder trial. He asserted that the only reason a special jury was there was the existence of a mass of prejudice with regard to the proceedings. That being so he asked them to put out of their mind any rumours they may have heard with regard to the parties. They must try the case on the evidence alone, and if they did that they must acquit. He advised them to carefully scrutinise the evidence of Alanna, because if it were true he was an accomplice, and it was laid down in law that where the only evidence was that of an accomplice the jury must be directed that it was not safe to convict on such evidence. He was not going to call Alanna names. He would accept his own statements, which amounted to this, that he had been guilty of perjury on five occasions and also of fraudulent bankruptcy. Let them compare defendant with "that light-hearted liar who willingly goes into the box and says, even almost before I asked him, 'Oh, yes, I am guilty of perjury, and defendant was the man who told me to commit it'." If the jury chose between the two men counsel was satisfied that they would put more trust in the evidence of the man who would not perjure himself than on the evidence of the man who was a self-confessed perjurer. If his client had wished to have given dishonest answers to the questions which he refused to answer he could have done so with impunity. In conclusion, he said the case would never have come into Court had Alanna been still quietly working at Alanna & Company. He was surprised to see Alanna still walking round a free man.

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His Lordship noted the objection raised by Mr. Potter.

Mr. Slade then addressed the jury. They had to decide whether the defendant was guilty of a series of fraudulent acts in connection with his bankruptcy. The principal witness for the Crown was the man Alanna, on whom there had been made a most vigorous attack. He would be held up to the jury by burning words from his learned friend as one of the basest and lowest of humanity, a man whom nobody could believe. That was the character in broad outline which would be given to Alanna. If his friend had not made such a vigorous attack upon Alanna it would not have been his painful duty to have exposed the character of Mr. Potter's client. The result of the cross-examination could leave them in no doubt that whatever Alanna may have been the defendant was just as bad. He had to avoid answering three questions lest his answer should incriminate himself. Proceeding, he said that the whole circumstances of the bankruptcy were as fraudulent as they could be. Alanna may have been a man of bad character, but it was unnecessary to reject his evidence though it was fair to have it corroborated. He held that Alanna had been a witness of truth and that his evidence had been to a considerable extent corroborated by the defendant.

Mr. Potter in his address to the jury said this was rather a peculiar prosecution. Two years had elapsed before defendant had been brought before the jury to answer those alleged fraudulent acts. Another peculiar point on which he thought his friend might have enlightened them, and that was their presence there as special jurors. In the ordinary course they would have had nothing to do with the criminal calendar this month. True, the Crown were entitled to summon a special jury, but what were the inferences to be drawn from their having summoned a special jury? Either that a fair trial could not be held before a common jury. This was the only occasion on which a special jury had been summoned for a criminal case since the famous murder trial. He asserted that the only reason a special jury was there was the existence of a mass of prejudice with regard to the proceedings. That being so he asked them to put out of their mind any rumours they may have heard with regard to the parties. They must try the case on the evidence alone, and if they did that they must acquit. He advised them to carefully scrutinise the evidence of Alanna, because if it were true he was an accomplice, and it was laid down in law that where the only evidence was that of an accomplice the jury must be directed that it was not safe to convict on such evidence. He was not going

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THE GENERAL ELECTION.

THE CANDIDATES AND THE VOTING.

The following results are additional to those published yesterday.

SHELDON (HOLTON.)	STAND.
Dr. Addison (Liberal) ... 3,736	The Right Hon. Walter Long (Unionist) ... 4,840
The Hon. Claude Hay (Unionist) ... 3,398	Mr. L. Costello (Liberal) ... 1,627
Majority ... 338	No change.
(1906)	Majority ... 3,213
Hon. Claude Geo. Hay, U. ... 3,489	(1906)
Henry Ward, L. ... 2,753	Hon. Wm. Fredk. Dawson Smith, U. ... 3,935
KENSINGTON, NORTH.	A. Waldemar Lawrence, L. ... 1,854
Mr. A. Burgoyne (Unionist) ... 4,611	D. Macnamara (Liberal) ... 5,993
Sir W. Robson (Liberal) ... 4,079	Mr. Hoffman Goldsmith (Unionist) ... 4,511
Majority ... 552	No change.
(1906)	Majority ... 1,482
Henry Y. Stanger, K.C., L. ... 4,416	T. J. Macnamara, L.D., L. ... 6,314
William E. Hume-Williams, K.C., U. ... 3,358	Charles Hurry Hoare, U. ... 3,497
LEEDS, SOUTH.	B. H. Aug. Birrell, K.C., L. ... 6,953
Mr. R. H. Barran (Liberal) ... 3,775	John Alderson Foote, K.C., U. ... 4,011
Mr. J. D. Birchall (Unionist) ... 3,154	BRISTOL, NORTH.
No change.	The Right Hon. A. Birrell (Liberal) ... 6,805
Majority ... 611	Mr. M. Woods (Unionist) ... 5,489
(1906)	No change.
Bowland Hirst Barran, L. ... 9,593	(1906)
J. D. Birchall, U. ... 7,108	B. H. Aug. Birrell, K.C., L. ... 6,953
SHEFFIELD (HALLAM.)	John Alderson Foote, K.C., U. ... 4,011
The Rt. Hon. C. Stuart-Wortley (Unionist) ... 6,181	MARYLEBONE, WEST.
Mr. A. Neal (Liberal) ... 5,965	Sir S. Scott (Unionist) ... 4,451
No change.	Capt. Forbes (Liberal) ... 2,474
Majority ... 216	No change.
(1906)	Majority ... 1,977
Rt. Hon. C. B. S. Wortley, K.C., U. ... 5,546	(1906)
Alexander Grant, L. ... 5,465	Sir Samuel B. Scott, Bt., U. ... 3,445
TYRNEGROVE.	Sir H. Hamilton Johnston, C.M.G., L. ... 2,791
Mr. H. J. Craig (Liberal) ... 4,487	MARYLEBONE, EAST.
Mr. E. Spencer Churchill (Unionist) ... 3,993	Mr. J. Boyton (Unionist) ... 3,134
No change.	Dr. R. L. Moon (Liberal) ... 1,905
Majority ... 494	Mr. R. Jobb (Unionist) ... 702
(1906)	No change.
Herbert James Craig, L. ... 4,286	(1906)
Frederic L. Harris, U. ... 3,522	Lord Robert Cecil, K.C., U. ... 2,827
ABERDEEN CITY, NORTH.	Adolf M. Lazarus-Jaegdon, K.C., L. ... 2,167
Capt. D. V. Pirie (Liberal) ... 4,297	CHELTENHAM.
Mr. R. Scott Brown (Unionist) ... 2,314	Lord Dunsan (Unionist) ... 3,988
Mr. T. Kennedy (Liberal) ... 1,244	Mr. E. Matthews (Liberal) ... 3,850
No change.	Majority ... 138
(1906)	(1906)
Capt. D. Vernon Pirie, L. ... 4,243	J. E. Sears, L. ... 5,910
Thomas Kennedy, U. ... 1,934	Jas. Tynte Agg-Gardner, U. ... 5,509
M. Maltman Barro, U. ... 951	BRADFORD, WEST.
BRADFORD.	Mr. F. Jowett (Liberal) ... 8,880
Mr. W. A. Attenborough (Unionist) ... 2,919	Sir E. Flower (Unionist) ... 4,461
Mr. P. Barlow (Liberal) ... 2,750	No change.
Majority ... 169	Majority ... 4,419
(1906)	(1906)
Percy Barlow, L. ... 2,771	Frederick W. Jowett, Lab. ... 4,967
Charles Guy Pym, U. ... 2,278	Sir Ernest F. S. Flower, U. ... 4,147
WOLVERHAMPTON.	W. Claridge, L. ... 3,580
Mr. E. A. Goulding (Unionist) ... 4,561	GATEHEAD.
Mr. J. Morgan (Liberal) ... 4,405	Mr. H. Elverston (Liberal) ... 6,800
No change.	Mr. N. G. Doyle (Unionist) ... 6,325
Majority ... 156	Mr. J. Johnson (Liberal) ... 3,572
(By-election 7 February, 1908.)	Formerly Labour seat.
Bird. Alf. Goulding, U. ... 4,551	(1906)
Harold Elverston, L. ... 3,069	John Johnson, Lab. ... 9,651
EXETER.	Sir T. V. S. Angier, U. ... 5,126
Mr. H. E. Duke, K.C. (Unionist) ... 4,902	BATTERSEA.
Mr. H. St. Maur (Liberal) ... 4,828	The Right Hon. Mr. John Burns (Liberal) ... 8,540
Majority ... 26	Mr. A. Shirley Bean (Unionist) ... 7,895
(1906)	No change.
Sir G. Kokewich, K.C., L. ... 4,453	Majority ... 645
Sir E. Vincent, K.C., U. ... 4,384	(1906)
WEST BROMWICH.	Rt. Hon. John Burns, Lab. ... 7,387
Lord Lewisham (Unionist) ... 5,672	A. Shirley Bean, U. ... 5,707
Dr. Hazell (Liberal) ... 4,937	LEWISPOW, CITY.
Majority ... 735	The Right Hon. A. J. Balfour (Unionist) ... 17,907
(1906)	The Right Hon. Sir F. Balfour (Unionist) ... 17,302
A. E. W. Hazel, L.D., L. ... 5,475	Sir H. Bell (Liberal) ... 4,623
Viscount Lewisham, U. ... 4,259	No change.
LEEDS, WEST.	(By-election 27th Feb., 1906.)
Mr. T. Harvey (Liberal) ... 9,969	Rt. Hon. A. J. Balfour, U. ... 15,474
Mr. S. Samuel (Unionist) ... 6,554	Thomas Gibson Bowles, L. ... 4,124
No change.	CAMBERWELL (DULWICH).
Majority ... 3,515	Mr. A. Bonar Law (Unionist) ... 8,472
(1906)	Mr. H. Cotton (Liberal) ... 6,054
Rt. Hon. E. J. Gladstone, L. ... 9,258	No change.
S. Samuel, U. ... 4,650	Majority ... 2,418
BRISTOL, WEST.	(By-election 16 May, 1906.)
Lt. Col. G. A. Gibbs (Unionist) ... 5,159	Andrew Bonar Law, U. ... 6,709
Dr. W. Baise (Liberal) ... 3,881	D. Williamson, L. ... 5,450
Majority ... 1,278	BRADFORD, EAST.
No change.	Sir Wm. Priestley (Liberal) ... 7,709
Majority ... 1,278	Mr. J. Balfour Browne (Unionist) ... 5,014
(1906)	Mr. E. Hartley (Socialist) ... 1,740
George Abraham Gibbs, U. ... 4,267	No change.
T. J. Leonard, L. ... 3,902	(1906)
SHOREDITCH (HAGGERSBORO).	Sir W. E. Briggs Priestley, L. ... 6,185
Mr. E. G. Chancellor (Liberal) ... 3,041	Sir Vincent H. P. Callard, U. ... 4,277
The Hon. E. Guinness (Unionist) ... 2,585	E. R. Hartley, U. ... 3,090
Mr. H. Burrows (Socialist) ... 701	HYDEPARK, WEST.
Liberal gain.	Mr. A. J. Sherwell (Liberal) ... 7,158
(By-election 1st August, 1908.)	Mr. H. Smith (Unionist) ... 5,153
Hon. E. Guinness, C.M.G., U. ... 2,867	Mr. H. Small (Liberal) ... 5,686
Walter Richd. Warren, L. ... 1,724	No change.
Herbert Burrows, Soc. ... 986	(By-election 28 November, 1906.)
HULL, CENTRAL.	Arthur James Sherwell, L. ... 5,762
Sir H. S. King (Unionist) ... 3,606	T. Russell Williams, Lab. ... 5,422
Dr. Aske (Liberal) ... 3,586	James Foster Fraser, U. ... 4,444
No change.	SHEFFIELD (ATTERCLIFF).
Majority ... 20	Mr. J. Palmer (Liberal) ... 7,755
(1906)	Mr. S. King-Barrow (Unionist) ... 6,978
Sir Henry King, K.O.M.E., U. ... 4,345	No change.
A. J. Bentham, Lab. ... 3,167	(By-election 4th May, 1909.)
HULL, EAST.	Joseph Palmer, Lab. ... 5,531
Mr. T. R. Forsan (Liberal) ... 7,827	S. King-Barrow, U. ... 5,380
Mr. B. Sebag Montefiore (Unionist) ... 5,691	R. C. Lambert, L. ... 3,175
No change.	Arnold Muir Wilson, Ind. U. ... 2,803
Majority ... 1,936	GREENWICH.
(1906)	Mr. I. H. Benn (Unionist) ... 6,284
Thomas R. Forsan, L. ... 6,881	Mr. R. Jackson (Liberal) ... 5,083
L. R. Davies, U. ... 4,819	Majority ... 1,201
HULL, WEST.	(1906)
The Hon. Guy Wilson (Liberal) ... 10,005	Richard S. Jackson, L. ... 4,906
Sir J. Sheburn (Unionist) ... 8,287	L. Hamilton Benn, U. ... 3,565
No change.	Lord Hugh Cecil, U. ... 2,356
(By-election 29th December, 1907.)	BARNESMISTAKE.
Hon. Guy Wilson, D.S.O., L. ... 5,625	Sir W. Bull (Unionist) ... 6,668
Sir G. C. T. Barclay, U. ... 5,382	Mr. G. Blacklock (Liberal) ... 5,542
Jas. Holmes, Lab. ... 4,512	No change.
WALSALL.	Majority ... 1,126
Mr. R. A. Cooper (Unionist) ... 7,290	(1906)
Major Dunne (Liberal) ... 6,645	Sir Wm. Jas. Bull, U. ... 5,111
Majority ... 645	George Blacklock, L. ... 4,562
(1906)	Majority ... 885
Major R. M. Dunne, L. ... 7,092	BRADFORD, CENTRAL.
Bernard Bagshaw, U. ... 5,893	Sir G. Robertson (Liberal) ... 5,209
FT. PANCRAS, SOUTH.	Lord Howick (Unionist) ... 3,608
Captain H. M. Jessel (Unionist) ... 2,850	No change.
Mr. P. Wilson (Liberal) ... 1,925	Majority ... 1,641
Majority ... 925	(1906)
(1906)	Sir G. S. Robertson, K.C.I., L. ... 4,954
P. Witwell Wilson, L. ... 2,109	Hon. Viscount Gibbs, U. ... 3,514
Capt. Herbert M. Jessel, U. ... 2,048	CHESTER.
KENSINGTON, SOUTH.	Mr. E. A. Yarbrough (Unionist) ... 3,978
Mr. Hamilton (Unionist) ... 5,773	Mr. E. P. Lister (Liberal) ... 3,716
Mr. Macmillan (Liberal) ... 1,306	Majority ... 202
No change.	(1906)
Majority ... 4,467	Alfred Mond, L. ... 3,524
(1906)	E. Armstrong Yarbrough, U. ... 2,477
Earl Percy, U. ... 4,835	
Sir Edward L. O'Malley, L. ... 1,624	

ST. PANCRAS, EAST.	Mr. J. Martin (Liberal) ... 4,276
Mr. W. E. Preston (Unionist) ... 3,586	
No change.	
Majority ... 690	
(1906)	
Hugh Cecil, L. ... 4,208	
Sir Thomas Wrighton, U. ... 2,327	
STOCKPORT (2).	
Mr. G. J. Wardle (Labour) ... 6,882	
Mr. Spencer L. Hughes (Liberal) ... 6,645	
Mr. G. E. Bains (Unionist) ... 5,268	
Mr. J. Rankin (Unionist) ... 5,249	
No change.	
(1906)	
George J. Wardle, Lab. ... 7,899	
Sir James Duckworth, L. ... 6,544	
Harry Barnston, U. ... 4,591	
Hon. Hugh O'Neill, U. ... 4,058	
PACKHAM (CAMBERWELL).	
Mr. H. C. Gooch (Unionist) ... 5,330	
Mr. A. Richardson (Liberal) ... 5,247	
No change.	
Majority ... 83	
(By-election 24 March, 1908.)	
Henry Cubitt Gooch, U. ... 6,970	
Thomas Gantrey, L. ... 4,476	
COVENTRY.	
Mr. L. W. Evans (Unionist) ... 3,717	
Mr. F. Thompson (Labour) ... 2,926	
Majority ... 791	
(1906)	
Sir Westman D. Pearson, Bt., L. ... 3,122	
L. Worthington Evans, U. ... 2,812	
CLAPHAM.	
Mr. G. D. Faber (Unionist) ... 10,743	
Mr. J. G. Kipling (Liberal) ... 8,762	
No change.	
Majority ... 1,981	
(1906)	
Percy Millville Thornton, U. ... 7,912	
Frederic Law, K.C., L. ... 7,816	
LEICESTER (2).	
Mr. J. Ramsay Macdonald (Labour) ... 14,337	
Mr. E. C. Williams (Liberal) ... 14,643 (sic)	
Mr. J. F. Fraser (Unionist) ... 8,548	
Mr. E. A. Bagley (Unionist) ... 8,192	
No change.	
(1906)	
John R. Macdonald, Lab. ... 14,685	
Sir Jan. F. L. Rolleston, U. ... 14,504	
(By-election 30th March, 1906.)	
Franklin Thompson, L. ... 20,756	
Sir Jan. F. L. Rolleston, U. ... 7,206	
RAISLEY.	
Mr. J. MacCallum (Liberal) ... 6,812	
Capt. J. Campbell (Unionist) ... 3,991	
No change.	
Majority ... 2,921	
(1906)	
John M. MacCallum, L. ... 5,664	
J. A. D. McKee, U. ... 2,594	
R. Smillie, Lab. ... 2,482	
LEICESTER (2).	
The Rt. Hon. A. Emmott (Liberal) ... 19,252	
Mr. A. W. Barton (Liberal) ... 18,840	
Mr. P. S. Stott (Unionist) ... 12,577	
Mr. J. Hilton (Unionist) ... 13,462	
No change.	
(1906)	
Rt. Hon. A. Emmott, L. ... 17,397	
Sir Albert Bright, L. ... 16,672	
C. B. Crisp, U. ... 11,989	
E. L. Hartley, U. ... 11,391	
ST. JAMES'S, NORTH.	
Mr. W. Dickinson (Liberal) ... 4,970	
Lt. Col. Pakenham (Unionist) ... 3,603	
No change.	
Majority ... 1,367	
(1906)	
Willoughby H. Dickinson, L. ... 4,094	
Edward R. Pacy Moon, U. ... 2,642	
WOLWICH.	
Major W. A. Adam (Unionist) ... 8,715	
Mr. W. Crooks (Labour) ... 8,420	
Majority ... 295	
(1906)	
William Crooks, Lab. ... 9,026	
Maj. William A. Adams, U. ... 6,883	
WEST HAM, NORTH.	
Mr. C. F. Masterman (Liberal) ... 7,023	
Mr. E. Gray (Unionist) ... 6,133	
No change.	
Majority ... 890	
(1906)	
Chas. F. G. Masterman, L. ... 6,838	
Ernest Gray, U. ... 5,094	
ST. JAMES'S, SOUTH.	
Mr. G. F. Hohler (Unionist) ... 7,411	
Mr. J. Jenkins (Labour) ... 6,130	
Majority ... 1,281	
(1906)	
John Jenkins, Lab. ... 6,692	
Maj. John E. Jameson, U. ... 4,020	
BRISTOL, EAST.	
Mr. H. M. C. E. Hobhouse (Liberal) ... 6,804	
Mr. T. H. Batten (Unionist) ... 4,033	
Mr. F. Shepherd (Socialist) ... 2,235	
No change.	
(1906)	
Rt. Hon. C. E. H. Hobhouse, L. ... 7,935	
T. B. Johnston, U. ... 3,129	
CHRISTCHURCH.	
Mr. H. Page Croft (Unionist) ... 5,538	
Mr. A. Allen (Liberal) ... 4,807	
Majority ... 731	
(1906)	
Arthur Aoland Allen, L. ... 4,634	
Maj. Kenneth B. Balfour, U. ... 4,067	
VINDBURY, EAST.	
Mr. J. A. Baker (Liberal) ... 2,102	
Mr. W. P. Mason (Unionist) ... 2,015	
No change.	
Majority ... 86	
(1906)	
Joseph Allen Baker, L. ... 2,461	
Lt. Col. A. C. E. Walsh, U. ... 1,772	
VINDBURY, CENTRAL.	
Major Archer Shee (Unionist) ... 5,559	
Mr. W. O. Steadman (Liberal) ... 3,187	
Majority ... 272	
(1906)	
William O. Steadman, Lab. ... 5,493	
Edward Alf. Goulding, U. ... 2,983	
BRISTOL, SOUTH.	
Sir Howell Davies (Liberal) ... 7,581	
Mr. H. H. Chatterton (Unionist) ... 7,019	
No change.	
Majority ... 271	
(1906)	
Sir Wm. Howell Davies, L. ... 7,964	
Rt. Hon. Walter H. Long, U. ... 5,272	
VINDBURY, WEST.	
Mr. J. F. Remnant (Unionist) ... 4,847	
Sir Richard Stapley (Liberal) ... 2,262	
No change.	
Majority ... 2,585	
(1906)	
James H. Remnant, U. ... 3,881	
Stephen Miall, L.D., U. ... 2,708	
LEWISHAM.	
Major E. F. Coates (Unionist) ... 12,690	
Mr. F. Rosenheim (Liberal) ... 8,960	
No change.	
Majority ... 3,730	
(1906)	
Major E. Coates, U. ... 9,689	
Mr. Collins W. Aveling, L. ... 8,006	
ST. MARK'S, WEST.	
Sir Wm. Frederick (Liberal) ... 3,553	
Mr. B. Dickinson (Unionist) ... 3,542	
No change.	
Majority ... 10	
(1906)	



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SHIPPING.

ARRIVALS.

ARABIA, British str., 1350, J. B. Harris, 2nd Feb.—Shanghai 30th January, General—Butterfield & Swire.
 ANZANIA, British str., 4860, F. E. O. Ryan, 1st Feb.—Shanghai 28th Jan.
 CATHERINE APOAR, British str., 1750, G. F. Hudson, 2nd Feb.—Calcutta and Straits 16th Jan, General—David Sassoon & Co.
 CROISSANT, German str., 1021, T. Boehm, 1st Feb.—Bangkok 19th and Annapolis 24th Jan.
 JET, Blue and Mail—Butterfield & Swire.
 GERMANY, German str., 2nd Feb.—Canton.
 HAITANG, British str., 1362, Hodgins, 2nd Feb.—Swatow 1st Feb., Tea and General—Douglas, Leprank & Co.
 HUPH, British str., 1205, Mathies, 2nd Feb.—Hong Kong 30th Jan, Coal—Butterfield & Swire.
 KIVIKANG, British str., 1226, Robertson, 1st Feb.—Wakamatsu 27th January, Coal—Butterfield & Swire.
 MARIN, German str., 1109, Christiansen, 2nd Feb.—Tours 28th Jan, Coal—Jensen & Co.
 NANCY, British str., 1062, Spink, 2nd Feb.—Choochoo and Weichai 28th Jan, Coal—Butterfield & Swire.
 TAIHUNG, Chinese str., 2nd February—Canton.
 YAWATA MARU, Japanese str., 4360, Sakuma, 1st February—Mojil—Coal—Ataka.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 Anhus, British str., for Canton.
 Aragon, British str., for Singapore.
 Chosun Maru, Japanese str., for Hong Kong.
 Jacob Dieckmann, German str., for Hong Kong.
 Proletia, Norwegian str., for Bangkok.
 Tamba Maru, Japanese str., for Mojil.
 Thoris, Norwegian str., for Swatow.
 Wongkoi, German str., for Swatow.

DEPARTURES.

2nd February.
 AKI MARU, Japanese str., for Singapore.
 ANCHORS, British str., for Shanghai.
 ANZANIA, British str., for Shanghai.
 BENLAKO, British str., for London.
 CHONGSHING, British str., for Canton.
 HAITANG, British str., for Swatow.
 HUPH, British str., for Shanghai.
 JAVIA, British str., for Shanghai.
 KIVIKANG, British str., for Canton.
 LOONGMOON, German str., for Chinkiang.
 MARIN, German str., for Canton.
 SINGAN, British str., for Hong Kong.
 SUSHI MARU, Japanese str., for Swatow.
 TUN, Norwegian str., for Canton.
 WAISING, British str., for Shanghai.
 YEBIKO MARU, Japanese str., for Annapolis.

SHIPPING REPORTS.

The British str. Huph reports: Strong N.E. gale.
 The British str. Anhus reports: Strong N.E. moonsoon.
 The British str. HAITANG reports: Strong breeze N.E. and fine weather.
 The British str. Catherine APOAR reports: From Singapore to port, strong N.E. moonsoon with heavy sea.

VESSELS IN DOCK.

February 2nd.
 Kowloon Dock—H.M.F.M.S. Rainha Amelia, Rio Lima, General London, R.I.O.M.S. Kwong Hoi, Devent, Fiume, U.S.S. Wilmington, U.S.S. Calico.
 Taikoo Dock—Fahot, Chongchow, Luchow, Kalgan, Hutoo, Fenchow, Kung, Sh. Enoch, Fench, Shingai, Shuntan, Kalgoy, Union-Wake Boat No. 8.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

THE Steamship
 "ARACADIA."
 Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 5th inst. at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 2nd February, 1910. [238]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK
 "PATHAN" about 28th Feb.
 For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong, 2nd February, 1910. [251]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
 "GARMARTHENSHIRE."
 Capt. R. L. Daniels, R.N.R., will be despatched as above about the 1st March.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 1st February, 1910. [245]

THE "SHIRE" LINE OF STEAMERS, LIMITED.
 PASSENGER SERVICE TO LONDON AND ANTWERP.

THE STEAMER
 "GARMARTHENSHIRE."
 Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about BEGINNING OF MARCH.

FARE TO LONDON ... £35.
 A Stewardess and fully qualified Doctor are carried.
 For further particulars, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 14th December, 1909. [102]

VESSELS ADVISED AS LOADING.

To ascertain the cargoes of any Vessel, the Harbour has been divided into three Sections commencing from Green Island. Vessels discharging cargo at Kowloon are marked "K." nearest Hongkong "K." marking between Hongkong and Kowloon "M." and those discharging at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaka Pier. 3. From Blaka Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	TYPE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. VIA USUAL PORTS OR CALL.	ARACADIA	Brit. str.	2nd	S. Barclay	P. & O. S. N. Co.	On 5th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	2nd	C. J. Benton, R.N.R.	P. & O. S. N. Co.	About 9th inst.
LONDON, ROTTERDAM & ANTWERP	CARNARVONSHIRE	Brit. str.	2nd	W. Gregory	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
LONDON, ROTTERDAM & ANTWERP	CARNARVONSHIRE	Brit. str.	2nd	R. L. Daniels, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 1st March.
COPENHAGEN & BALTIC PORTS	INDIAN	Swed. str.	2nd	Miller	MELCHERS & Co.	End of Feb.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	1st	Saeko	HAMBURG-AMERICA LINE	On 15th March
HAYRE & HAMBURG VIA STRAITS, &c.	SEKOTA	Ger. str.	1st	Saeko	HAMBURG-AMERICA LINE	On 27th March
HAYRE & HAMBURG VIA STRAITS, &c.	SEKOTA	Ger. str.	1st	Saeko	HAMBURG-AMERICA LINE	On 3rd April
MARSEILLES & HAMBURG VIA STRAITS, &c.	SEKOTA	Ger. str.	1st	Saeko	HAMBURG-AMERICA LINE	On 10th inst.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SEKOTA	Ger. str.	1st	Saeko	HAMBURG-AMERICA LINE	On 15th inst. at 4 P.M.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SEKOTA	Ger. str.	1st	Saeko	HAMBURG-AMERICA LINE	On 15th March
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MARSHALL MARU	Jap. str.	2nd	A. E. Moss	NIPPON YUSEN KAISHA	On 16th inst. at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	2nd	M. Hagino	NIPPON YUSEN KAISHA	On 16th inst. at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	2nd	Wm. Thompson	NIPPON YUSEN KAISHA	On 16th inst. at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	2nd	E. Malchow	MELCHERS & Co.	On 9th inst. at Noon
TRIESTE, &c. VIA SINGAPORE, &c.	VORWERKS	Aus. str.	2nd	R. Bednars	SANDER, WIELER & Co.	On 25th inst. at Noon
NEW YORK	PATHAN	Brit. str.	2nd	C. Lindbergh	DODWELL & Co., Ltd.	About 28th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	MUNCASTER CASTLE	Am. str.	2nd	Shewan, Tomes & Co.	SHAW, TOMES & Co.	On 15th inst.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	2nd	E. W. Davies	ARNHOLD, KARBURG & Co.	On 8th March
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	OCEANO	Brit. str.	2nd	E. W. Davies	DODWELL & Co., Ltd.	On 10th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	OCEANO	Brit. str.	2nd	E. W. Davies	SHAW, TOMES & Co.	On 15th inst. at Noon
VANCOUVER (DIRECT) VIA JAPAN, &c.	OCEANO	Brit. str.	2nd	E. W. Davies	SHAW, TOMES & Co.	On 18th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	OCEANO	Brit. str.	2nd	E. W. Davies	SHAW, TOMES & Co.	On 26th inst. at 7 A.M.
VICTORIA, B.C. & SEATTLE, &c.	KANAGAWA MARU	Jap. str.	2nd	M. Yagi	NIPPON YUSEN KAISHA	On 5th inst.
VICTORIA, B.C. & SEATTLE, &c.	ITO MARU	Jap. str.	2nd	M. Yagi	NIPPON YUSEN KAISHA	On 3rd March
TACOMA VIA JAPAN	CHICAGO MARU	Jap. str.	2nd	M. Yagi	OSAKA SHOSEN KAISHA	On 23rd inst. at Noon
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	KITO MARU	Jap. str.	2nd	M. Yagi	OSAKA SHOSEN KAISHA	On 26th inst. at Noon
AUSTRALIA, PORTS VIA MANILA	NIHON MARU	Jap. str.	2nd	M. Yagi	NIPPON YUSEN KAISHA	On 17th inst. at Noon
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	2nd	E. Isacke	MELCHERS & Co.	On 25th inst. at D'light
AUSTRALIAN PORTS VIA MANILA	CHONGSHING	Brit. str.	2nd	G. W. Eddy	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	2nd	M. Winkler	NIPPON YUSEN KAISHA	On 18th March, at Noon
KOBE & YOKOHAMA	PRINCE WALDEMAR	Ger. str.	2nd	M. Winkler	MELCHERS & Co.	About 5th inst.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2nd	J. Nagao	NIPPON YUSEN KAISHA	On 5th inst. at D'light
MOJIL, KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2nd	K. Sato	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2nd	M. Winkler	NIPPON YUSEN KAISHA	On 16th inst. at Noon
JAPAN	TUJIMARU	Dut. str.	2nd	Bouman	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	LIAN	Brit. str.	2nd	C. Lindbergh	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	ASSAYE	Brit. str.	2nd	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 4th inst.
SHANGHAI	ANHU	Brit. str.	2nd	F. Wheeler	BUTTERFIELD & SWIRE	On 6th inst. at D'light
SHANGHAI	KWONGSANG	Brit. str.	2nd	G. C. Hurray	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SHANGHAI MOJIL & KOBE	HINGO MARU	Jap. str.	2nd	G. C. Dowers	NIPPON YUSEN KAISHA	On 8th inst.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	LUKUTOW	Ger. str.	2nd	E. A. Prins	MELCHERS & Co.	About 9th inst.
SHANGHAI	CHINHA	Brit. str.	2nd	E. A. Prins	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
SHANGHAI MOJIL, KOBE & YOKOHAMA	SUNDAN	Brit. str.	2nd	E. B. Laka	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, KOBE & MOJIL	NAGASAKI	Brit. str.	2nd	Hilbrandt	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at Noon
SHANGHAI, KOBE & MOJIL	SAKOTA	Ger. str.	2nd	Girard	HAMBURG-AMERICA LINE	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Ger. str.	2nd	Girard	MELCHERS & Co.	On 14th inst. at Noon
SHANGHAI, KOBE & YOKOHAMA	SPECIAL	Ger. str.	2nd	Girard	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI	CHENAN	Brit. str.	2nd	Girard	BUTTERFIELD & SWIRE	On 17th inst. at D'light
SHANGHAI, YOKOHAMA & KOBE	YEMO	Dut. str.	2nd	Girard	MELCHERS & Co.	About 20th inst.
SHANGHAI	TUJIMARU	Dut. str.	2nd	Girard	JAVA-CHINA JAPAN LINE	Quick despatch.
TAMUWIA SWATOW & AMOY	DAIJI MARU	Jap. str.	2nd	Girard	OSAKA SHOSEN KAISHA	On 6th inst. at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Swat. str.	2nd	Girard	DOUGLAS LARSEN & Co.	To-morrow, at 10 A.M.
MANILA	LOONGMOON	Brit. str.	2nd	Girard	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MANILA	RUBI	Brit. str.	2nd	Girard	SHAW, TOMES & Co.	To-day, at 5 P.M.
MANILA	TAMING	Brit. str.	2nd	Girard	BUTTERFIELD & SWIRE	On 8th inst. at 3 P.M.
MANILA	YUENANG	Brit. str.	2nd	Girard	JARDINE, MATHESON & Co., Ltd.	On 11th inst. at 4 P.M.
MANILA	ZETRO	Brit. str.	2nd	Girard	SHAW, TOMES & Co.	On 12th inst. at Noon
MANILA	BOYKO	Ger. str.	2nd	Girard	BUTTERFIELD & SWIRE	On 15th inst. at 3 P.M.
MANILA	CHYON MARU	Jap. str.	2nd	Girard	MELCHERS & Co.	End of Feb.
BOMBAY VIA SINGAPORE, &c.	ARRACON APOAR	Brit. str.	2nd	Girard	NIPPON YUSEN KAISHA	On 6th inst.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APOAR	Brit. str.	2nd	Girard	DAVID SASSOON & Co., Ltd.	On 8th inst. at Noon
SINGAPORE, PENANG & CALCUTTA	FOOCHANG	Brit. str.	2nd	Girard	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at Noon
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	2nd	Girard	JARDINE, MATHESON & Co., Ltd.	On 22nd inst. at Noon
BATAVIA, CHEBEON, SAMARANG, &c.	TULATAP	Dut. str.	2nd	Girard	JAVA-CHINA JAPAN LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJIL, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davies	On 10th February, 1910.
KUMERIC	6,232	J. Mathie	On 10th March.
AMERIC	4,345	J. Boyd	On 7th April.
SUBERIC	6,232	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 1st June.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO. LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. Isacke	About Saturday, 6th February.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP, HAMBURG, BRITANNIA, NAGASAKI, KOBE, &c.	"PRINZ EITTEL FRIEDRICH" Capt. E. Malchow	Wed. day, 9th Feb. at Noon.
YOKOHAMA	"LUETZOW" Capt. E. Dreyer	About Wed. day, 9th February.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY, &c.	"PRINZ WALDEMAR" Capt. F. Isacke	Friday, 26th Feb. at 11 A.M.
KUDAT, SANDAKAN	"BORNEO" Capt. F. Simons	End of February.

For further particulars apply to
NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 29th January, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE
 "EMPERESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John N.B.
"MONTEAGLE" Tuesday, 15th Feb.	"EMPERESS OF IRELAND" Fri. 25th Mar.
"EMPERESS OF INDIA" Sat. 26th Feb.	"EMPERESS OF IRELAND" Fri. 22nd April.
"EMPERESS OF JAPAN" Sat. 26th Mar.	
	From Quebec.
"EMPERESS OF CHINA" Sat. 23rd April.	"EMPERESS OF IRELAND" Fri. 20th May.
"EMPERESS OF INDIA" Sat. 14th May.	"ALLAN LINE" Friday, 10th June.
"MONTEAGLE" Tuesday, 24th May.	

* "Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New "Palatial" "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 27.1.10
 Intermediate on Steamers ... 243 ... 645.
 1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates according superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (1st Class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CHADDUCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blaka Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 14th Feb. P.M.
MARSHALLS VIA PORTS	"TOURANE" Capt. Lancelotti	On 15th Feb. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 20th Feb. P.M.
MARSHALLS VIA PORTS	"ARMAND BÉRIOT" Capt. Gaudinot	On 1st March 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. to £71.10s. 20 Hours Railway from Marseille to London. Intermediate rates for passengers on their arrival in Marseille.
 For further particulars apply to
P. THOMAS, AGENT,
 QUEEN'S BUILDING.
 Hongkong, 2nd February, 1910.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR HIRANTS, OBYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for SAVANNA, PANAMA, GUAY, COFFERMAN, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"ARACADIA."

Captain S. Barclay, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 5th February, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MASTRA" 11,000 tons, from Colombo, passengers' accommodation in which vessel is assured before departure from Hongkong.
 Bulk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALZADILLA," due in London on the 18th March, 1910.
 Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 24th January, 1910. [1]

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast).

"MUNCASTER CASTLE" On 15th Feb.

For Freight and further information apply to—

SHAW, TOMES & Co., General Agents.

Hongkong, 19th January, 1910. [189]

"SHIRE" LINE OF STEAMERS, LIMITED.

For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARNARVONSHIRE."

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th January, 1910. [186]



PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 4th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	ARADIA	Noon, 5th Feb.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 9th Feb.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	SUNDA	About 11th Feb.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd February, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 3rd Feb., 4 P.M.
SHANGHAI	"ANHUI"	On 5th Feb., 4 P.M.
SHANGHAI	"TAMING"	On 8th Feb., 3 P.M.
SHANGHAI	"CHINHUA"	On 10th Feb., 4 P.M.
SHANGHAI	"TEAN"	On 15th Feb., 3 P.M.
SHANGHAI	"CHENAN"	On 17th Feb., 4 P.M.
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 14th March, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, STE to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone 36.

Hongkong, 3rd February, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOCHOW	FRIDAY, 4th Feb., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 1st February, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 20th February
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of February.

For Further Particulars apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 29th January, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 4th Feb., 4 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 8th Feb., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 11th Feb., Noon.
MANILA	"YUENSANG"	Friday, 11th Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed. day, 16th Feb., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 22nd Feb., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY, 5th to 14th, 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Bul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 3rd February, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP	MISHIMA MARU	9,000	WED. DAY, 16th Feb., at Daylight.
FOR SINGAPORE, PENANG, COLOMBO and PORT SAID	KAGA MARU	7,000	WED. DAY, 16th Feb., at Daylight.
	ATSUTA MARU	9,000	WED. DAY, 16th Mar., at Daylight.

VICTORIA B.C. & SEATTLE (KANAGAWA MARU leaving Hongkong 5th Feb., due Kobe 10th Feb., connects)	INABA MARU	6,500	WED. DAY, 16th Feb. from YOKOHAMA
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VICTORIA B.C. & SEATTLE (IYO MARU leaving Hongkong 3rd March, due Yokohama 15th March connects)	TAMBA MARU	6,500	WED. DAY, 16th Mar. from YOKOHAMA
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6,000	THURSDAY, 17th Feb., at Noon.
	KUMANO MARU	7,000	FRIDAY, 18th March, at Noon.

MOJI, KOBE & YOKOHAMA	TAMBA MARU	7,000	THURSDAY, 3rd Feb., A.M.
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KOBE and YOKOHAMA	KANAGAWA MARU	6,500	SATURDAY, 5th Feb., at Daylight.
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BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU	6,000	TUESDAY, 8th February.
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SHANGHAI, MOJI and KOBE	BINGO MARU	6,500	TUESDAY, 8th February.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	6,000	WED. DAY, 16th Feb., at Noon.
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* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 1st February, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. Fraser	Manila	On 3rd Feb., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 12th Feb., Noon

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL. For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st February, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports and all India by the Company's "Arabian and Persian Service" to Arab and Persian Gulf Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arab and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.	FOR	DATE
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES & HAMBURG:	
S.S. SAXONIA	S.S. BRASILLIA	10th Feb.
S.S. SPEZIA	FOR HAVRE & HAMBURG:	
S.S. C. FELD LAEISZ	S.S. SEGOVIA	10th March.
S.S. LIBERIA	FOR ROTTERDAM & HAMBURG:	
S.S. ALESIA	S.S. SAMBLA	15th March.
	FOR MARSEILLES & HAMBURG:	
	S.S. SLAVONIA	15th March.
	FOR HAVRE & HAMBURG:	
	S.S. SAXONIA	27th March.
	FOR HAVRE & HAMBURG:	
	S.S. SPEZIA	3rd April.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 26th January, 1910.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS.	DATE OF SAILING.
S.S. KIYO MARU	17,200 tons gross	Sail Feb. 25th, at Noon.
S.S. BUYO MARU	10,500	April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, & CO.

CHIEF OFFICES—LUDGATE CHURCH LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG.

Branch Office—14, WATER STREET, YOKOHAMA.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only "direct" train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,178	WED. DAY, 23rd Feb., at Noon.
	"TACOMA MARU"		WED. DAY, 23rd March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given through Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 6th Feb., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY	
ARCADIA	7000	February 5	MANTUA	11000	March 5	March 11
ASSAYE	7500	February 19	PERIA	7951	March 19	March 25
DELTA	8000	March 5	MALWA	11000	April 2	April 8
MACEDONIA	10500	March 19	(Through Steamer calling at BOMBAY)			
DEVANHA	8000	April 2	MONGOLIA	10500	April 30	May 6
ASSAYE	7500	April 16	MAHOMBA	10500	May 14	May 20
DELTA	8000	April 30	MOOREA	11000	May 28	June 3
DELHI	8000	May 14	MOOLTAN	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January	about 12
* SUMATRA	February	26
* NYANZA	February	9
* SUNDIA	March	23
* NILE	April	20
* SARDINIA	May	4
* NORE	May	18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TIENTSIN.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—

BUTTERFIELD & SWIRE, Managers.

Hongkong, 27th January, 1910.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELD CO., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BEADLEY & Co., Agents.

Hongkong, 12th August, 1909.

ON SALE

FOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1909, WHOLESALE, Price 7/50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 29th January, 1910.

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